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D. VERY SUPERIOR OLD PALE DRY, CHOICE OLD WINE, WHITE SEAL CAPSULE	18.00
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D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price	

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A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 26th July, 1906.

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NOTICE TO CORRESPONDENTS.
Only communications relating to the news column
should be addressed to The Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, for publication, but as evidence of good faith, all letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of Daily Press should be made before 11 a.m. on day of publication. After that, if the supply is limited, Only supplied for Cash. Geographical Address: Press, Office: A.H.C. Ed. Ltd. Liverpool.

P.O. Box, 23. Telephone No. 12

DEATH.
On August 1st, at Watson, John Pendix, late
of engineer of ss. *Monksland*.HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 8TH, 1906.

It is ever a dangerous as well as thankless task for a stranger in blood to attempt to criticise the finer details of policy of another nation. Mr. OSCAR TERRY CROSBY, an American traveller of acumen and intimate knowledge of external conditions, has been seeking to acquaint the policy of Great Britain in Central Asia, and her intimate relations with Tibet, China and Russia. Now Mr. Crosby attacks his subject after a most enterprising journey through the regions in question, in the course of which he has studied in detail the geographical and geological conditions of the lands of which he speaks, he is an observant student of the peoples, and his little work "Tibet and Turkestan," written after an adventurous tour from Ush in Ferghana through Kashgar and Khotan, and thence through Western Tibet to Srinagar and Rawal Pindi, is an interesting and useful addition to our knowledge of these little explored districts.

Unfortunately Mr. Crosby possesses a good deal of that restlessness of imagination, which both in England and America may be described as one of the worst features of the political life of the day. In Mr. Crosby's eyes the whole of our conduct in Asia from the time of DUPLEX to the occupation of Lhasa has not only been iniquitous, but actually in our own interest, mistake, shutting his eyes wilfully to the fact that the seizure of the opium at Canton was only one of a series of attempted high-handed

acts which rendered impossible any further negotiation. Mr. Crosby insists in calling the war that ensued the "Opium War". As a fact the misunderstanding had far deeper roots. In the eighteenth century the provincial officials had welcomed the foreign ships, not from any personal friendly feeling, but that they reaped therefrom a large harvest. For the same reason they encouraged the trade in opium, which was carried on in what were known as "country ships", that is to say, ships owned by natives of India, flying indeed the British flag as being British subjects, but looked upon with jealousy, and even dislike, by the regular "Company" ships, who had the monopoly of the "Home" trade. The local officials claimed jurisdiction over all vessels trading in the port, but Chinese jurisdiction then, as now, being a mere matter of personal caprice, led continually to misunderstandings, usually compounded for by increased exactions on the trade. As the trade was profitable, these demands though vexatious came to be looked upon as one of the necessary charges, and were coincided in, with, however, protests more or less strong. This state of affairs might have continued for another century, but that with the lowering of the standard of the Imperial House, and the increasing debauchery of the Court at Peking, the sponge came to be applied more persistently. Peking was represented at Canton by an imperial delegate known to the foreign residents as the Horro. According to innumerable Chinese custom the Horro, before proceeding, had to pay in hard cash the assessed value of the office; and with the increasing wants of the Court the solition had to be continually increased. As this solition had to be met by increased fees from the local officials, these latter tried to raise their demands on the foreign merchants still as reached the atoms limit possible for the existence of trade of any sort. This brought the local officials into unpleasant friction with the Court, whose extravagance continually demanded more. Mr. Crosby professes to see no ulterior motives in Russia being anxious under any conditions to obtain a footing in Tibet; but he is pleased to ignore altogether Russia's unscrupulous conduct with regard to the evacuation of Manchuria, which was merely a part of the same wild game of universal sovereignty in Asia. Doubtless such a game carried in itself the seeds of dissolution; but none the less the powers immediately interested were bound to take notice in self-defence or deserve the fate justly marked out by Providence for the eliminate amongst States as amongst individuals. Russia's game in Manchuria was boldly met by Japan, whose energy was rewarded by her success, and not only by her own immediate success, but by her exposure of the utter rotteness of her big game.

Had not England taken up the challenge thrown to her in the same spirit, and had Russia succeeded in blunting Japan in Eastern Asia, there can be no doubt that we should have had to act the part of Japan, and engage in a war a l'outrance. From that we have been saved by the promptitude with which Lord Curzon took up the gage. Comparisons are often rude, and a *la queule* retort is not usually edifying; we may, however, suggest it in this case. To a merely superficial observer, bent in closing his eyes to all but the narrowest issue, nothing could have been more opposed to all right, private or international, than the war of America against Spain. We, as English, and knowing how deep and long-seated had been the causes of dissatisfaction at work, restrained from unfriendly or irritating comment. We have certainly not lost the confidence of either side, with both of whom we are proud to be on friendly terms. It would be as well did Mr. Crosby, and others of his kidney, who are everlasting seeking occasion to judge their neighbour, take to heart the example.

Mr. Archibald Little is reported seriously ill at Iteibula.

A number of London Cab Shelters are now connected with the Post Office Telephone System, and subscribers may order calls conveniently.

It is stated that a syndicate is in process of formation in Berlin to supply electricity from the River Zambezi to the Rand, at a cost of £6,000,000.

Misdeeds creep into even Government publications. The Foreign Office has published a consular report in which the trade figures for a Yangtze port are given in "Hongkong."

A correspondent who has read the story regarding the Italian method of preparing strawberries says that the best way to take bananas, now so common a diet in England, to crush them with a fork, squeeze a lime or lemon over them, and sprinkle them with sifted sugar. This is the usual way in the tropics, and will be found to make the fruit delicious.

which followed. For in the sequestered valleys of Tibet the echo of British cannon was heard, a toxin arousing every dormant suspicion against the white man.

Such is the over-coloured chromo that Mr. Crosby would palm off on his readers as a genuine portraiture of the first war with China. Its inconsistency would at once condemn it; but one of these may be referred to. So far was KISIEN from acting under duress, that his first attempt at treaty-making, accepted by Captain Etter against the opinion of his advisers, was really only a ruse to procure the abandonment of the occupation of the Chweipi fort, which once procured, the convention was the next day repudiated. And it was this instance of bad faith that more than anything else forced on the subsequent war. It is doubtless quite true that KISIEN did advise the Tibetans to expel PING HUO, but this was only in accordance with the traditional policy of the Chinese Government, and was no new departure, nor had it anything to say to affairs at Canton. The difficulties with Tibet which led up to the subsequent occupation for a few weeks of Lhasa were brought about by a very different conjunction of affairs. The present DALAI LAMA was the only one who under the jealous administration of China, had been permitted to live till he had arrived at maturity, and the fact of his having so survived was indicative of the declining influence of China over her dependency. The Tibetans had been trying by all means short of actual war to render themselves independent of China, and had indeed succeeded in inducing the intermediate provinces to practically revolt. When, then, the British Government, through Peking, endeavoured to make friendly terms with Lhasa; the DALAI LAMA, now come to full age, saw in the endeavour but a proof of an intention to relax the suzerainty which he hoped he had got rid of for ever. This it was, and not any abstract fear of British absorption, that led him to listen to the overtures of Russia. Mr. Crosby professes to see no ulterior motives in Russia being anxious under any conditions to obtain a footing in Tibet; but he is pleased to ignore altogether

Communicable disease last week was represented by five cases of plague, two of enteric and three of puerperal fever. Only the enteric touched Europeans, and they were imported cases. The plague totals are now 886 cases and 350 deaths.

The CZAR has a new motor-car, which was built in Hungary at a cost of £4,000. Almost as large as a railway carriage, it contains a work-room, dressing room, and servants' department, and can travel at the rate of sixty miles an hour.

With the permission of the prison authorities, Mr. Thaw, who shot Mr. White in New York, celebrated the Fourth of July by paying for ice cream and cakes for all his fellow-prisoners.

He wished to repay his generosity the following day, but this was not allowed.

The return of visitors to the City Hall Library and Museum for the week ending the 5th Aug., 1906, shows that of non-Chinese there were 298 to the Library and 135 to the Museum; and of Chinese 136 to the former and 3,058 to the latter. The Library was, therefore, used by 451 persons and the Museum by 3,193.

The German *Journal de Géologie* announces that Sir Robert Edward Brodhead, Deputy-Inspector-General of the Chinese Imperial Maritime Customs, has received the record class of the Order of the Royal Crown of Peoria, with the star, and Mr. A. T. Pirie, Director of Customs at Peking, the third class of the Order of the Red Eagle.

Fire broke out in a cigarette shop in Connaught Road near the Canton Wharf at one o'clock yesterday morning. The Brigade, under Mr. P. P. J. Wedgwood, turned out, but its services were not required, as the flames had been extinguished. Damage was done to the extent of \$50. The outbreak was due to the explosion of a hanging kerosene lamp.

Mr. Asquith and Mr. Buxton, the Postmaster-General, on July 3rd disagreed with Mr. Henriet Heaton's calculations of the cost of universal penny postage, and of penny postage with America, which a large delegation urged upon the Government. Mr. Heaton calculated the first year's cost of the latter scheme at £25,000; the Ministers at £100,000, and of the universal scheme at £500,000. Mr. Asquith said frankly he had not the money, and Mr. Buxton that Imperial penny postage barely paid, and perhaps meant a slight loss. Both favoured the idea, but the time, they said, was not suitable.

"We have sold large quantities of machinery to Japan," said a director of one of Great Britain's largest firms. "In the production of heavy machinery they cannot, so far, compete with us. But they will be a manufacturing people as a matter of course. They have all the qualities—skill in imitation, mechanical aptitude, enormous patience and dexterity, and cheap labour. Well, of course, if they beat us in manufacturing for Oriental markets we shall be beaten. That's all. It's only a matter of time. I can't imagine anyone being surprised at the swift advance of Japan. It was an inevitable result of the war."

The London correspondent of the *Manchester Guardian* hears that the Cabinet is contemplating a complete change of policy with regard to Tibet, and that no steps whatever are to be taken to put into operation the various clauses of the Anglo-Chinese Treaty. All work is to be stopped on the construction of the road between India and the Tibet frontier, and the British garrison now in Tibet is to be withdrawn, together with the Resident. In fact, if this account of the Government's policy be correct, this will revert to the position they occupied before the Mission of a couple of years ago. This story apparently does not meet with confirmation in any quarter.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley on the 4th to 6th August, 1906. The following cards were handed in:

CAPTAIN'S CUP.		
1. Mr. C. E. H. Beavis	77	+ 1 = 78
2. Mr. S. H. Wilson, R.N.	93	- 15 = 78
3. Mr. J. Clark	80	- 1 = 79
4. Mr. C. M. G. Burnie	78	+ 2 = 80
5. Mr. R. Miller	91	- 10 = 83
6. Mr. H. W. Slade	95	- 12 = 83
7. Mr. F. W. Warren	95	- 12 = 83
8. Mr. C. H. Gale	98	- 15 = 83
9. Mr. W. C. D. Turner	97	- 11 = 86
10. Mr. T. C. Gray	96	- 9 = 87
11. Mr. J. C. Steen	104	- 17 = 87

(28 entries)

MAY CUP.

1. Mr. H. H. Gomperts	102	- 25 = 77
2. Mr. R. M. Cross	94	- 15 = 79
3. Surg. L. A. Bass, R.N.	99	- 20 = 79
4. Mr. A. Morley	110	- 30 = 80
5. Mr. E. O. Bird	108	- 23 = 85

(11 entries)

POOL.

1. S. P. H. G. Wilson, R.N.	92	- 15 = 77
2. Mr. C. E. H. Beavis	77	+ 1 = 78
3. Mr. C. M. G. Burnie	77	+ 2 = 79
4. Mr. J. Clark	80	- 1 = 79
5. Mr. E. J. Bass	83	- 4 = 79
6. Mr. F. W. Warren	91	- 12 = 79
7. Surg. L. A. Bass, R.N.	98	- 18 = 81
8. Mr. R. Miller	93	- 10 = 83
9. Mr. C. H. Gale	98	- 15 = 83
10. Mr. T. C. Gray	96	- 9 = 87
11. Mr. J. C. Steen	104	- 17 = 87

(42 entries)

1. Tie for Captain's Cup.

2. Winner of May Cup.

3. Winner of Pool.

The next competition will be held at Happy Valley from the 11th to 13th August for the Robertson Farswell Cup.

LATEST STEAMER MOVEMENT.

The P. & O. str. *Banco* left Singapore for this port on the 6th inst., at 8 a.m.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

ANOTHER CHINESE CUSTOMS CRISIS.

TIENTSIEN, August 7th.

A fresh crisis has occurred in the Imperial Maritime Customs.

Sir Robert Hart passed plans for Customs buildings at Amoy, and the Commissioners rejected them.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on August 7th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present—Hon. Mr. W. Chatham (Vice President), Dr. Pearce, M.O.H., Hon. Mr. A. W. Brown, Dr. Macfarlane, Hon. Mr. E. A. Hewett, Lieut.-Col. Jodlin, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. Lau Chiu-pak, and Mr. G. Woodcock (secretary).

RAT DESTRUCTION.

Voluminous correspondence was submitted relative to the use of sulphur dioxide for the destruction of rats on shipboard. Dr. W. PEARCE, M.O.H., wrote that having read the reports attached regarding experiments with the Clayton apparatus, he saw no reason to alter his previously expressed opinion as to its usefulness. It was quite possible to render the holds, cabins, saloons, etc., of a ship reasonably airtight with little trouble. The Clayton gas being heavier than air might easily be retained at a high percentage for many hours in a ship. It did not follow, however, that this method would be quite successful in dealing with Chinese houses. It took nearly two days to close up Government houses in order to fumigate it with formaline gas last year. He considered it practically impossible to render Chinese houses sufficiently airtight to get the best results with disinfection. Moreover, rats could not escape from a ship—but in a Chinese house it was absurd to think that rats could not find an avenue of escape. It was impracticable to nail-on Chinese houses sufficient to gaslight to maintain gas at a percentage of eight for two hours right through the building. The experiment already conducted on shipboard afforded no guidance owing to conditions being so different from those prevailing in a Chinese house. For these and other reasons he considered that the experiments made by Professor Simpson furnished no evidence as to the general uselessness of the Clayton method of disinfection of Chinese houses in the Colony. For the disinfection of ships he considered the method was a useful one, but as pointed out by Dr. Haldane, a considerable difference in the results might be expected to depend on whether the disinfection was done before or after the discharge of cargo.

DIVIDING THE TWO DEPARTMENTS.

A further reply from the Government relative to the recommendations in connection with the Estimates for 1907 was read as under:—

Colonial Secretary's Office,
4th July, 1906.

Sir,—I have the honour to acknowledge the receipt of your letter dated the 30th June, 1906, submitting two resolutions adopted by the Sanitary Board with regard to the draft estimates referred to them at their meeting of the previous day.

With regard to the first of these resolutions I am directed to point out that it is not possible to divide the salaries of Sanitary Department officers between the Sanitary and Public Works Department estimates as improperly to represent the work they do for each department, but that if the Board recommend that an additional allowance, chargeable to the Public Works Department Estimates, should be given to these officers for work done for that department contemporaneously with the discharge of their Sanitary duties so as to follow the practice in the analogous case of the police officers referred to in the Board's resolution, that recommendation will be considered.

With regard to the second resolution I am to state that His Excellency has decided in the absence of any reasons given by the Board to the contrary and in view of the strong opinion expressed in Legislative Council in favour of a reduction of the Sanitary Department estimates that the unnecessary inflation of these estimates by the insertion of provision in them for district hospitals should be omitted, such provision (amounting last year to \$3,872) not having been made use of in the past and, owing to the dislike of Chinese to going into Government plague hospitals, not being likely to be required in the future. I have the honour to be sir, your obedient servant,

T. SEMMOM SMITH,
Colonial Secretary.

To this the Sanitary Board replied, submitting that if His Excellency would consent to the appointment of a committee consisting of some of the members of the Board and the Building Authority, His Excellency would be able to obtain the necessary information to enable him to form an idea of the time devoted by the Sanitary staff to purely Building Authority work. The other resolution was that the Government be asked to reconsider the question of the retention in 1907 of estimates of the votes for the district hospitals.

The Government reply was to the effect that regarding the first resolution, His Excellency was satisfied that the work done by the Sanitary staff under the Building Authority was in connection with the sanitary condition of the buildings and as such fell within the duties of sanitary inspectors in England. It had been suggested to His Excellency that section 230 of the Public Health and Buildings Ordinance should be amended so as to authorise the Sanitary Board to deal directly in respect of all buildings which are or have been occupied for domestic purposes. This suggestion would receive consideration when the Ordinance came to be amended. In the meantime His Excellency did not consider it would be convenient or advisable to split up the salaries of certain officers between the votes for two departments, an arrangement which would moreover offset no saving to the public. With regard to the second resolution His Excellency after consultation with the Principal Civil Medical Officer and Registrar General had directed the insertion in the estimates of an item of \$2,000 as a grant-in-aid of Chinese

plague hospitals, the grant to be made on the condition that these hospitals are under similar Government supervision as the Tang Wa Hospital and that the amount actually to be paid from it will not exceed the expenditure incurred on the hospitals.

The correspondence was laid on the table.

NEW WESTERN MARKET.

A letter was read from the Colonial Secretary reporting the completion of the new Western Market.

CLEANING OPERATIONS SUSPENDED.

The M.O.H. reported on the expediency of suspending cleaning operations in Kowloon and the City of Victoria.

The PRESIDENT suggested that operations should be suspended till the end of September. We had now come to the end of the plague season, and he thought tenants might be given a rest.

Members concurred.

THE FOOD INSPECTOR QUESTION.

The COLONIAL VETERINARY SURGEON in a minute recommended the authorising of inspectors of markets and inspectors of cattle depots and slaughter-houses to enter premises and inspect food.

The PRESIDENT hardly knew whether it was necessary for inspectors in charge of cattle depots to be given this authority, but he thought the Board might consider whether inspectors of markets might be given the same authority as senior inspectors.

Mr. HOOPER said he was doubtful whether the authority already given should have been given to a number of what he might term subordinate officers—he applied that term to those below the rank of M.O.H. As such authority had been given, however, they were prepared to stand by it, but he did not see the slightest reason why it should be extended to inspectors of cattle depots and slaughter-houses. These inspectors could have no idea of the existence of bad foods unless information was supplied them by other inspectors. Under these circumstances they should not enlarge on the resolution proposed, seconded and carried at the last Board meeting; therefore he did not think the recommendations of the Veterinary Surgeon should be carried out.

Mr. HEWETT agreed with Mr. Hooper's views and the Board decided to take no action in the matter.

MORTUARY FOR KOWLOON.

A further reply from the Government relative to the recommendations in connection with the Estimates for 1907 was read as under:—

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With regard to the first of these resolutions I am directed to point out that it is not possible to divide the salaries of Sanitary Department officers between the Sanitary and Public Works Department estimates as improperly to represent the work they do for each department, but that if the Board recommend that an additional allowance, chargeable to the Public Works Department Estimates, should be given to these officers for work done for that department contemporaneously with the discharge of their Sanitary duties so as to follow the practice in the analogous case of the police officers referred to in the Board's resolution, that recommendation will be considered.

The M.O.H. did not think there was any doubt that these houses were built in accordance with laws existing at the time of their erection. It was not required that the open space in the rear of new buildings should be provided in the owner's own lot. However, as soon as the houses were completed they became existing buildings, and apparently subject to paragraph 35 of Ordinance 1 of 1901, or at any rate they might be affected by paragraph 75 of Ordinance 1 of 1901. The certificates already granted for these houses were valid, but he presumed such validity did not annul the requirements of section 175. This, however, was a matter for legal opinion. Regarding the question of exemption from complying with section 175, he would draw attention to the fact that these houses had no yards at all at present. Yards, even small ones, were desirable to provide some open space where household waste might be stored instead of being kept in the house.

The Crown Solicitor wrote that if Mr. Leman's statements were correct it appeared that the D.P.W. and Sanitary Board in July, 1905, permitted the 15-foot lane at the back to count as a backyard. Mr. Bowley doubted whether this permission was not *ultra vires* when granted, but thought the Board should respect it and grant exemption from section 175 of Ordinance 1 of 1901.

Mr. LAU CHU-PAK inquired—Exemption should certainly be granted in this case. There is ample open space at the rear. The opening of yards in these houses, if insisted upon, will inflict great hardship on the owners and reduce the value of their properties. It is absurd to make the owners suffer so much simply because some open space is desirable for depositing the household refuse, which is removed every morning.

Members agreed that the Board recommend the Governor in Council to grant the modification.

THE CONCRETE QUESTION.

The PRESIDENT read the report of the committee appointed to inquire into the concreting of ground floors of certain houses at Mongkok, and moved the adoption of the report.

Mr. HOOPER seconded the motion. In doing so he took the opportunity of calling the attention of the Board to the way in which complaints were made and the means taken to rectify them. They had two distinct cases before them; one of 16 houses at Mongkok and the other of two European houses at Tsimshatsui. Taking the first 16 houses at Mongkok they were built according to laws and ordinances made, and under the supervision of an architect who had a good knowledge of good and bad material—at least they might presume so from the time he had had the honour to serve in the Public Works Department. A complaint was sent in by a senior inspector that these floors were out of order. The speaker asked that inspector when he visited the houses whether there was anything more wrong with the floors than he saw on the surface. The reply was that there was not, but the next

thing the speaker heard was that another inspection had been made, and that an order was given to reconcret the whole of the ground surfaces of five of those houses. It seemed to him to be analogous to the case of the doctor who was consulted about a case of prickly heat and cut into the flesh down to the bone to see if he could find any serious defect in the patient's flesh. There was no justification for any professional man supposing that this peeling of the surface was due to the ground underneath. The floors of the sixteen houses he should characterise as fair, the majority of them good and he was using a very mild adjective when he said fair. The floors which they dug up with great difficulty showed clearly six inches of concrete, and only in some few cases was one inch deleteriously affected by water at the bottom. The President, who was a member of the committee, and the speaker had no hesitation in saying that the floor was good, and ordered it to be made good again at the public expense. Mr. Hooper now asked members to avail themselves of the opportunity of looking at the second case which dealt with backyards in Tsimshatsui. The yards there were concreted with two inches of cement. He secured some concrete from one of the yards which was ordered to be reconcreted, "and this," said Mr. Hooper, placing a few pounds of it on the table before the Director of Public Works, "is a sample of it." He did not think it required an expert, but only a man, woman or child with a little common sense, to see that it was perfectly impervious.

Mr. HUMPHREYS was sure everybody in Hongkong ought to be grateful to Mr. Hooper for the disinfection of ships at a percentage of eight for two hours right through the building. The experiment already conducted on shipboard afforded no guidance owing to conditions being so different from those prevailing in a Chinese house. For these and other reasons he considered that the experiments made by Professor Simpson furnished no evidence as to the general uselessness of the Clayton method of disinfection of Chinese houses in the Colony.

For the disinfection of ships he considered the method was a useful one, but as pointed out by Dr. Haldane, a considerable difference in the results might be expected to depend on whether the disinfection was done before or after the discharge of cargo.

The correspondence was laid on the table.

NOTICE OF THE TWO DEPARTMENTS.

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The M.O.H. did not think there was any doubt that these houses were built in accordance with laws existing at the time of their erection.

It was not required that the open space in the rear of new buildings should be provided in the owner's own lot. However, as soon as the houses were completed they became existing buildings, and apparently subject to paragraph 35 of Ordinance 1 of 1901, or at any rate they might be affected by paragraph 75 of Ordinance 1 of 1901.

The certificates already granted for these houses were valid, but he presumed such validity did not annul the requirements of section 175. This, however, was a matter for legal opinion.

Regarding the question of exemption from complying with section 175, he would draw attention to the fact that these houses had no yards at all at present.

Yards, even small ones, were desirable to provide some open space where household waste might be stored instead of being kept in the house.

Mr. HOOPER said it was a case of the anomaly of the Ordinance. It seemed rather absurd that one part of a building should be concreted to the satisfaction of the Building Authority, who might require a higher standard than the Board's experts,—the Sanitary Surveyor or an ordinary inspector.

On Hon. Mr. HEWETT promising to consider the matter before the Commission. Mr. Humphreys withdrew his motion.

MORTALITY STATISTICS.

The mortality statistics for the whole Colony civil population for the week ended July 14 show the death rate per 1,000 to have been 21.00. The death rate for the British and foreign civil population was 19.9 for the same period.

OLD HAMBURG CHURCH BURNED DOWN.

On July 3rd a fire broke out at the large Church of St. Michael, Hamburg, and spread rapidly. The steeple collapsed, and the flames leapt over to the adjacent house.

The fire broke out while the clock of the tower was under repair. Four men engaged in the work perished.

The Church of St. Michael is one of the oldest places of worship in Hamburg. It was rebuilt in 1750-62, after the old church had been destroyed by lightning. Its steeple was 42ft. in height, and it has a crypt containing 300 graves, including that of the builder of the church. It was completely burned out, and the outer walls left standing. A score of buildings in the vicinity was burned down.

Members agreed that the Board recommend the Governor in Council to grant the modification.

THE CONCRETE QUESTION.

The PRESIDENT read the report of the committee appointed to inquire into the concreting of ground floors of certain houses at Mongkok, and moved the adoption of the report.

Mr. HOOPER seconded the motion. In doing so he took the opportunity of calling the attention of the Board to the way in which complaints were made and the means taken to rectify them. They had two distinct cases before them; one of 16 houses at Mongkok and the other of two European houses at Tsimshatsui. Taking the first 16 houses at Mongkok they were built according to laws and ordinances made, and under the supervision of an architect who had a good knowledge of good and bad material—at least they might presume so from the time he had had the honour to serve in the Public Works Department. A complaint was sent in by a senior inspector that these floors were out of order. The speaker asked that inspector when he visited the houses whether there was anything more wrong with the floors than he saw on the surface. The reply was that there was not, but the next

time the speaker heard was that another inspection had been made, and that an order was given to reconcret the whole of the ground surfaces of five of those houses. It seemed to him to be analogous to the case of the doctor who was consulted about a case of prickly heat and cut into the flesh down to the bone to see if he could find any serious defect in the patient's flesh. There was no justification for any professional man supposing that this peeling of the surface was due to the ground underneath. The floors of the sixteen houses he should characterise as fair, the majority of them good and he was using a very mild adjective when he said fair. The floors which they dug up with great difficulty showed clearly six inches of concrete, and only in some few cases was one inch deleteriously affected by water at the bottom. The President, who was a member of the committee, and the speaker had no hesitation in saying that the floor was good, and ordered it to be made good again at the public expense. Mr. Hooper now asked members to avail themselves of the opportunity of looking at the second case which dealt with backyards in Tsimshatsui. The yards there were concreted with two inches of cement. He secured some concrete from one of the yards which was ordered to be reconcreted, "and this," said Mr. Hooper, placing a few pounds of it on the table before the Director of Public Works, "is a sample of it." He did not think it required an expert, but only a man, woman or child with a little common sense, to see that it was perfectly impervious.

Mr. HUMPHREYS was sure everybody in Hongkong ought to be grateful to Mr. Hooper for the disinfection of ships at a percentage of eight for two hours right through the building.

The experiment already conducted on shipboard afforded no guidance owing to conditions being so different from those prevailing in a Chinese house.

For the disinfection of ships he considered the method was a useful one, but as pointed out by Dr. Haldane, a considerable difference in the results might be expected to depend on whether the disinfection was done before or after the discharge of cargo.

The correspondence was laid on the table.

NOTICE OF THE TWO DEPARTMENTS.

A further reply from the Government relative to the recommendations in connection with the Estimates for 1907 was read as under:—

Colonial Secretary's Office,
4th July, 1906.

Sir,—I have the honour to acknowledge the receipt of your letter dated the 30th June, 1906, submitting two resolutions adopted by the Sanitary Board with regard to the draft estimates referred to them at their meeting of the previous day.

With regard to the first of these resolutions I am directed to point out that it is not possible to divide the salaries of Sanitary Department officers between the Sanitary and Public Works Department estimates as improperly to represent the work they do for each department, but that if the Board recommend that an additional allowance, chargeable to the Public Works Department Estimates, should be given to these officers for work done for that department contemporaneously with the discharge of their Sanitary duties so as to follow the practice in the analogous case of the police officers referred to in the Board's resolution, that recommendation will be considered.

The M.O.H. did not think there was any doubt that these houses were built in accordance with laws existing at the time of their erection.

It was not required that the open space in the rear of new buildings should be provided in the owner's own lot. However, as soon as the houses were completed they became existing buildings, and apparently subject to paragraph 35 of Ordinance 1 of 1901, or at any rate they might be affected by paragraph 75 of Ordinance 1 of 1901.

The certificates already granted for these houses were valid, but he presumed such validity did not annul the requirements of section 175. This, however, was a matter for legal opinion.

Regarding the question of exemption from complying with section 175, he would draw attention to the fact that these houses had no yards at all at present.

Yards, even small ones, were desirable to provide some open space where household waste might be stored instead of being kept in the house.

Mr. HOOPER said it was a case of the anomaly of the Ordinance. It seemed rather absurd that one part of a building should be concreted to the satisfaction of the Building Authority, who might require a higher standard than the Board's experts,—the Sanitary Surveyor or an ordinary inspector.

On Hon. Mr. HEWETT promising to consider the matter before the Commission. Mr. Humphreys withdrew his motion.

MORTALITY STATISTICS.

The mortality statistics for the whole Colony civil population for the week ended July 14 show the death rate per 1,000 to have been 21.00. The death rate for the British and foreign civil population was 19.9 for the same period.

On Hon. Mr. HEWETT promising to consider the matter before the Commission. Mr. Humphreys withdrew his motion.

THE CONCRETE QUESTION.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Press only, and special business matter.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cable.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Liebig's, P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THIS Company's Steamship

"HAIMUN."

Captain A. J. Gibson, will be despatched for the above Port TO-MORROW, 9th inst., at 1 P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers,

Hongkong, 7th August, 1906. [1540]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ERROLL," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., a Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to removal.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD. Agents.

Hongkong, 7th August, 1906. [1541]

THE EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THIS Steamer

"SIRIEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Oil, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to removal.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 13th inst., at 9:30 A.M.

All Claims must reach me before the 18th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THE EAST ASIATIC CO., LTD., MELCHERS & CO., Agents.

Hongkong, 7th August, 1906. [1537]

NOTICE.

WE have This Day authorised Mr. CHARLIE WEE to SIGN our Firm.

TAI WO & CO.

Hongkong, 3rd August, 1906. [1526]

STORAGE
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose, EXTENSIVE WATER FRONT, DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS LEASE.

For Particulars, apply— GEO FENWICK & CO., LTD. Hongkong, 5th June, 1906. [1533]

FOR SALE

BY

PUBLIC AUCTION,

ON

WEDNESDAY, 12TH SEPTEMBER, 1906.

(Unless sold by private treaty.)

THE SALVAGE STEAMER

"CITY OF BIRMINGHAM."

Complete with Five Centrifugal Pumps, Piping, Bends, India Rubber, Flexible Suctions, Armoured, Phosphor Bronze Flexible Steam Piping. Two sets new Diving Gear by Messrs. Siebe, Gorman & Co. Tools, Blocks, Tackle, Wire and Hemp Ropes, and all necessary appliances for salvage work (all new).

The "CITY OF BIRMINGHAM" has just completed the salvage of the ss. "DUMBARTON," stranded to the North of Castries Bay, and is now lying at Nagasaki Dockyard, being thoroughly overhauled.

Classed 100 A1. Lloyd's. Length B.P. 149 feet 5 inches. Breadth 23 feet 5 inches. Depth of Hold, 10 feet. Tons gross, 257. Tons net, 32. Dead weight, 200 Tons. Draft Indian, 12 feet 10". Draft light, 10' 6" x 6' 4".

For further Particulars, apply to—

HOLME, RINGER & CO.

[1549]

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

IN Accordance with Article XVI, Section 7 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the Half-Year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders, whose names were on the Register on that date.

Dividend Warrants may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 31st July, 1906. [1512]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

ITHE EIGHTIETH ORDINARY HALF-YEARLY MEETING of the Shareholders in the Company will be held at the Office of the Company, HOTEL MANSIONS, Kowloon, on TUESDAY, the 14th August, at NOON, for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE, Acting Secretary.

Hongkong, 19th July, 1906. [1445]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,

H. HUNTER, Acting Chief Manager.

Hongkong, 30th July, 1906. [1493]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the Fourth, to the Eighteenth day of August (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,

H. HUNTER, Acting Chief Manager.

Hongkong, 3rd July, 1906. [1437]

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

ITHE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, QUEEN'S BUILDINGS, Connaught Road, on MONDAY, 20th August, at 12 o'clock, NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE, Secretary.

Hongkong, 27th July, 1906. [1473]

AUCTIONS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction, to be held on MONDAY, the 13th day of Aug. 1906, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of Crown Land, North of Barker Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years. [1531]

PARTICULARS OF THE LOT.

NOTICE.

WE have This Day authorised Mr. CHARLIE WEE to SIGN our Firm.

TAI WO & CO.

Hongkong, 3rd August, 1906. [1526]

NOTICE.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose, EXTENSIVE WATER FRONT, DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS LEASE.

For Particulars, apply— GEO FENWICK & CO., LTD. Hongkong, 5th June, 1906. [1533]

TO LET

TO LET,

IN HOTEL MANSIONS.

OFFICE, 1st Floor, suitable for a Broker, rental \$35 a month.

SUITES of Three Rooms on 3rd Floor,

with Bath Room, Pantry and Private Entrance,

suitable for Office or Chambers.

Apply to—

HENRY HUMPHREYS,

Alexander Building,

Hongkong, 20th July, 1906. [1443]

TO LET.

SHOP TO LET IN PEDDER'S STREET.

Apply by letter to—

Care of "Daily Press" Office,

Hongkong, 4th August, 1906. [1527]

TO LET.

IN HOTEL MANSIONS.

OFFICE, 1st Floor, suitable for a Broker, rental \$35 a month.

SUITES of Three Rooms on 3rd Floor,

with Bath Room, Pantry and Private Entrance,

suitable for Office or Chambers.

Apply to—

LEIGH & ORANGE,

1, Des Voeux Road,

Hongkong, 1st June, 1906. [501]

TO LET.

SHAMEEN—CANTON.

TO LET.

NO. 3, FAIRVIEW, ROBINSON ROAD.

Kowloon.

"WOODBURY" GARDEN ROAD, Kowloon.

2ND FLOOR No. 12, Queen's Road Central.

Apply to—

LEIGH & ORANGE,

1, Des Voeux Road,

Hongkong, 20th March, 1906. [678]

TO LET.

NEW EUROPEAN HOUSES in

Humphreys Avenue and Carnavon

Villas, Kowloon.

Apply to—

HEWAN & CO.,

15 & 16 Connaught Road, West

Hongkong, 1st August, 1906. [1506]

TO LET—FURNISHED.

INTIMATION.

S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
PLEYEL, KEMMLER,
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 29th July, 1906. 1527

BANKS

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China
the Philippines Islands and the Republic of Panama.

CAPITAL AND SCRIPPS AUTHORIZED Gold \$10,000,000 CAPITAL PAID UP Gold \$3,250,000 RESERVE FUND Gold \$3,250,000

HEAD OFFICE: New York.
Branches and Agents all over the World.

LONDON BANKERS.
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.

UNION OF LONDON AND SMITH'S BANK LIMITED.

BRITISH LIFESAVING COMPANY BANK.
The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:-
For 12 months 4% per cent. per annum.
For 6 " " 3 "
For 3 " " 3 "

H. PINCKNEY,
Manager.

Queen's Road, Central.
Hongkong, 29th September, 1906. 1456

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID-UP CAPITAL FL. 15,000,000 (£2,750,000). RESERVE FUND . . . FL. 5,000,000 (£1,175,000).

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HEAD-AGENCY: BATWIA.

Branches:-Singapore, Penang, Shanghai, Rangoon, Samarang, Surabaya, Chekiang, Tegal, Poculangan, Paesoeoen, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Acheen) Toko-Semawa, (Acheen) Bandarmasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc., &c.

LONDON BANKERS:-
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½% per annum.
" " do. 6 do. 4% " " do.

" " do. 3 do. 3½ " " do.

L. ENGEL, Agent.

Hongkong, 23rd July, 1906. 1450

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED . . . Yen 24,000,000 CAPITAL PAID-UP 21,000,000 CAPITAL UNCALLED 3,000,000 RESERVE FUND 10,300,000 SPECIAL RESERVE FUND 1,000,000

HEAD OFFICE-YOKOHAMA.

BRANCHES AND AGENCIES.
Tokyo Kobe Nagasaki
Osaka Lyons New York
London Honolulu Bombay
San Francisco Trenton Newhaven
Shanghai Peking Mukden
Daiy Chofu Tieling
Port Arthur

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED.
PARE'S BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG-INTEREST ALLOWED.
On Current Account at the rate of 2% per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum.
" " " " 6 " " 4% " " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 27th March, 1906. 1618

BANKS

DEUTSCH-ASIATISCHE BANK.
CAPITAL FULLY PAID UP...Sh. Taels 7,50,000

HEAD OFFICE-SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsinan, Tsingtau, Kobe,
Yokohama, Singapore.

Founded by the following Banks and
Bankers:-

KÖNIGLICHE SEEHANDLUNG (PREUßISCHE
STAATSBANK) Berlin.

DIRECTION DEE DISCONTO-

GESELLSCHAFT

DEUTSCHE BANK

S. BLEICHROEDER

BERLINER HANDELS-

GESELLSCHAFT

BANK FUER HANDEL UND
INDUSTRIE

ROBERT WARSCHAUER & CO.

MÜNCHENSHOF & CO.

SODHORN

JACOB S. H. STERN

NORDDEUTSCHE BANKIN HAMBURG, Hamburg,

SAL. OPPENHEIM, JR., & CO. Köln.

BAEBISCHES HYPOTHEKEN-UND WECHSEL-

BANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON:

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DEE DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,

Manager.

Hongkong 1st May, 1906. 127

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conduced by the HONGKONG AND SHANGHAI BANKING CORPORATION. Returns may be obtained on application.

INTEREST on deposits is allowed at 3% Per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXE

DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. E. R. HUNTER,

Acting Comptroller.

Hongkong, 30th May, 1906. 24

THE BANK OF TAIWAN LIMITED

INCORPORATED BY SPECIAL IMPERIAL CHARTER.

CAPITAL SUBSCRIBED Yen 5,000,000

CAPITAL PAID-UP " 2,500,000

HEAD OFFICE: TAIFU, FORMOSA.

BRANCHES AND AGENCIES:

Amoy Kobe Taiwan

Aping Nagasaki Tamsui

Foochow Osaka Tokio

Kelsing Shanghai Yokohama

HONGKONG OFFICE:

3, DES VŒUX ROAD.

Interest allowed on Current Account.

Deposits received on terms which may be learned on application.

D. TOHDOW, Manager.

Hongkong, 1st July, 1906. 1999

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.

HEAD OFFICE-LONDON.

CAPITAL PAID-UP..... 2,800,000

RESERVE LIABILITY OF SHAREHOLDERS..... 2,800,000

RESERVE FUND..... 2,975,000

INTEREST allowed on Current Account at the rate of 3% per annum on the Daily balances in FL. 10,000.

For 12 months 4½% per cent.

" " " 6 " " 3½ " " "

T. P. COCHRANE,

Manager.

Hongkong, 1st May, 1906. 114

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL..... 21,500,000

SUBSCRIBED 12,150,000

PAID-UP 5,62,500

RESERVE FUND..... 135,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 3% per annum on the Daily balance.

ON FIXED DEPOSITS:-

For 12 months..... 4%

" " " 6 " " 3½ " " "

" " " 3 " " 3½ " " "

E. ORMSTON,

Manager.

Hongkong, 26th March, 1906. 26

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL..... \$10,000,000

RESERVE FUND-----

STERLING RESERVE..... \$10,000,000

SILVER RESERVE..... \$3,000,000

RESERVE LIABILITY OF SHAREHOLDERS..... \$10,000,000

SPECIAL RESERVE FUND..... 1,000,000

COURT OF DIRECTORS:

A. HAUFF, Esq.-Chairman.

G. H. MEDHURST, Esq.-Deputy Chairman.

E. GOETZ, Esq.

N. A. SIEBS, Esq.

R. SHAWER, Esq.

C. R. LOWMEYER, Esq.

H. A. W. SLADE, Esq.

D. M. NISBET, Esq.

A. J. RAYMOND, Esq.

CHIEF MANAGER:

Hongkong-J. R. M. SMITH

ACTING MANAGER:

Shanghai-W. ADAMS ORAM.

LONDON BANKERS-LONDON AND SMITH'S BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED.

On Current Account at the rate of 2% per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum.

" " " 6 " " 4% " " "

" " " 3 " " 3% " " "

TAKEO TAKAMICHI,

Manager.

Hongkong, 27th March, 1906. 1618

RELIEF RIOTS AT SAN FRANCISCO.

Police have had to deal with people making improper demands on the relief stores at San Francisco. The Chronicle has the following:-

"I want two sacks."

SHIPPING

ARRIVALS

HONGKONG, British str., 2,886, Wm. Lockhardt, 7th Aug., Singapore, 10th August, General Dowdall & Co.

HONGKONG, British str., 1,207, A. E. Hodges, 7th August—Floodgate 1st August, Alney 11th and Swallow 6th, General Douglas Lopriks & Co.

KIUNGKING, British steamer, 7th August, from Canton.

KWANG-CHU, Chinese steamer, 7th Aug., from Canton.

KWEILAN, British steamer, 7th August, from Canton.

MACHIN, German str., 906, R. Zollner, 7th August—Bangkok 1st August, River.

BUTTERFIELD & SWINE, 7th August.

ASTORIA, British str., 3,517, W. Bailey, 6th August—Yokohama via Ports 24th July.

General Butterfield & Swine.

PROGRESS, German str., 687, H. Pahren, 6th August—Kwang-chau 10th August, General—Nielsen & Co.

CLYDE, Norwegian str., 828, Thos. Steenken, 7th Aug.—Newchwang 25th July and Chusan 26th, General Angard, Thorson & Co.

SEASIDE, German str., 1,456, W. v. Dohren, 5th August Hamburg and Singapore 2nd Aug., General Hamburg America Line.

SALVADOR, British str., 1,770, T. A. Mitchell, 7th Aug.—Caleutta and Singapore 1st Aug.

General Jardine, Matheson & Co.

YAWATA MARY, Japanese str., 2,365, W. Townsend, 5th August Nagasaki 6th August.

General Nippon Yusen Kaisha.

ZAVOIA, British str., 1,229, R. Rodger, 6th August—Manila 10th August, Hengshan, Toms & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE

Aug. 7th

ADMIRALTY, German str., for Singapore.

DODWELL, British str., for Macao.

LEADER, German str., for Holloway.

FRIEDA, Norwegian str., for Canton.

DEPARTURES

Aug. 6th

SAUDONIS, French str., for Shanghai.

PAULINE, British str., for Yokohama.

HAIFAN, French str., for Holloway.

WING-SANG, British str., for Shanghai.

Aug. 7th

AMERICA MARY, Dutch str., for San Francisco.

ARMAND BERTO, French str., for Europe.

CHIANG-ANG, British str., for Canton.

DAVISON, German str., for Peking.

HEDDIE, British str., for Canton.

LICHENG, British str., for Canton.

PALMER, British str., for Shanghai.

SUGARIN, Danish str., for Shanghai.

TAMING, British str., for Manila.

TOEKATAP, Dutch str., for Yokohama.

SHIPPING REPORTS

The British str. *Leopard* reports

Light SW. wind and fine weather.

The British str. *Hawking* reports

Fresh SW. monsoon and fine weather.

The British str. *Polaris* reports

Fresh SW. winds, moderate sea, fine clear weather.

The British str. *Zephyr* reports

Light SW. monsoon with corresponding sea and fine cloudy weather throughout.

VESSELS PASSED ANJER.

July 19, British str. *Bartolo*, Maughan, from Captain for Anjer.

July 19, British str. *Blunder*, Wright, July 18, from Chrisman Island for Singapore.

July 22, British str. *Lothringen*, Loeser, July 22, from Batavia for Brunei.

July 23, Dutch str. *Flora*, Overhand, June 16, from Amsterdam for Batavia.

July 23, British str. *Cura*, Matziger, from Colombo.

July 23, British str. *Pasha*, Elliott, July 23, from Batavia for Calcutta.

July 24, British str. *Zingara*, Thompson, July 22, from Singapore for Christmas Island.

July 24, British man-of-war *Challenger*, British, July 22, from Franklin for Singapore.

July 24, British str. *Holiday*, Peck, July 22, from Singapore for Tjilatap.

VESSELS IN DOCK

Aug. 7th

ALBURNUS DOCKS—*Alta Longsoneg, Lisa, Cosmopolitan Dock*

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies)

STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG

Having connection with Company's Mail Ships to Aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona and Valencia, Alicante, Almeria and Malaga.

THE Steamship

"CAPRI"

Captain Belsito, will be despatched as above on FRIDAY, the 10th August, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st July, 1906.

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMA-

RANG, SOERA BABA & MACASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJILLWONG"

Captain Jurriaans, will be despatched for the above Ports on or about the 12th inst.

For information as to Freight and Passage, apply to the Head Agent of the

JAVA-CHINA-JAPAN LINE.

(York Building, 1st Floor).

Hongkong, 3rd August, 1906. [1535]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR MARSEILLES, HAVRE AND ANTWERP (Direct), VIA SAIGON.

THE Company's Steamship

"EUPHRATE"

(7,300 Ton Gross) Captain Bru, will be despatched as above on or about the 13th August.

This Steamer has accommodation for Passengers and carries a duly qualified Doctor.

For information as to Passage and Freight, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 1st August, 1906. [1510]

THE HONGKONG DAILY PRESS, WEDNESDAY, AUGUST 8TH, 1906.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTION 1. From Green Island to the Harbour Master's. SECTION 2. From Harbour Master's to Blake Pier. SECTION 3. From Blake Pier to Naval Yard. SECTION 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RDG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	MOLDAVIA	Brit. str.	—	E. H. Gordon	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & HAMBURG	GLENTURRET	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 11th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	1 m.	BUTTERFIELD & SWINE	On 14th inst.	
LONDON, AMSTERDAM & ANTWERP	ORESTES	Brit. str.	1 m.	BUTTERFIELD & SWINE	On 23rd inst.	
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	BUTTERFIELD & SWINE	On 11th Sept.	
LONDON, AMSTERDAM & ANTWERP	DIOMED	Brit. str.	1 m.	BUTTERFIELD & SWINE	On 23rd Sept.	
LONDON, AMSTERDAM & ANTWERP	ANTENOR	Brit. str.	1 m.	BUTTERFIELD & SWINE	On 20th inst.	
LIVERPOOL DIRECT	TYDEUS	Brit. str.	1 m.	Burden	On 21st inst., at 1 P.M.	
MARSEILLES, &c., VIA PORTS OF CALL	ERNEST SIMONS	Fren. str.	1 m.	Burden	About 13th inst.	
MARSEILLES, HAVRE & ANTWERP DIRECT	EUPHRATE	Fren. str.	1 m.	Burden	On 30th inst.	
MARSEILLES, HAVRE & LIVERPOOL	ALCINUS	Fren. str.	1 m.	Burden	On 15th inst., at Noon.	
BEIJING, VIA PORTS OF CALL	P. R. LUTZOLD	Fren. str.	1 m.	H. Kirchner	About 15th Sept.	
ODESSA	KITAI	k. w.	—	Mulchow	HAMBURG-AMERIKA LINIE	
HAVRE & HAMBURG VIA STRAITS, &c.	SPERZA	Ger. str.	—	Niemann	HAMBURG-AMERIKA LINIE	
HAVRE & HAMBURG VIA STRAITS, &c.	HELVETIA	Ger. str.	—	Peter	HAMBURG-AMERIKA LINIE	
COPENHAGEN & BALTIQUE PORTS	SENEGAMBIA	Brit. str.	1 m.	BUTTERFIELD & SWINE	MELCHERS & CO.	
TRISTE, &c., VIA SINGAPORE, &c.	CYCLOPS	Dan. str.	—	Bilfinger	SANDER, WIELER & CO.	
KINA	KINA	Aust. str.	—	Bahle	HAMBURG-AMERIKA LINIE	
AUSTRIA	SILESIA	Aust. str.	—	v. Dohren	HAMBURG-AMERIKA LINIE	
SCANDIA	SCANDIA	Aust. str.	—	BUTTERFIELD & SWINE	BUTTERFIELD & SWINE	
ATTANAK	ATTANAK	Brit. str.	—	BUTTERFIELD & SWINE	PORTLAND & ASIATIC S.S. CO.	
PELUSIUS	PELUSIUS	Brit. str.	—	Petersen	PELUSIUS & CO.	
JOHN HARDIE	JOHN HARDIE	Aust. str.	—	Metzenthin	YODOKA	
ALBENGA	ALBENGA	Brit. str.	—	BUTTERFIELD & SWINE	YODOKA	
ATHOLL	ATHOLL	Brit. str.	—	Obenauer	YODOKA	
TAUTAK	TAUTAK	Brit. str.	—	Powell	YODOKA	
EMPEROR OF INDIA	EMPEROR OF INDIA	Brit. str.	—	R. A. Peters	YODOKA	
THEODON	THEODON	Brit. str.	—	T. W. Garlick	YODOKA	
BELLEROPHON	BELLEROPHON	Brit. str.	—	Metzenthin	YODOKA	
AKAMA	AKAMA	Brit. str.	—	BUTTERFIELD & SWINE	YODOKA	
KASALO MARU	KASALO MARU	Jap. str.	—	BUTTERFIELD & SWINE	YODOKA	
TAIWAN	TAIWAN	Brit. str.	—	Metzenthin	YODOKA	
WILLIAD	WILLIAD	Brit. str.	—	BUTTERFIELD & SWINE	YODOKA	
EASTERN	EASTERN	Brit. str.	—	BUTTERFIELD & SWINE	YODOKA	
DAPHNE	DAPHNE	Jap. str.	—	R. A. Peters	YODOKA	
KOUN MARU	KOUN MARU	Brit. str.	—	T. Suruga	YODOKA	
TONAWANDA	TONAWANDA	Dan. str.	—	H. A. Haraldson	YODOKA	
SIAM	SIAM</					

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.
PORTLYNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"CHING WO"	On 8th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 10th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"HELEROHON"	On 30th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August.
GLASGOW and LIVERPOOL	"TEENKA"	On 6th September.
GLASGOW and LIVERPOOL	"MACHAON"	On 6th September.
GLASGOW and LIVERPOOL	"MOYUNE"	On 13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 30th September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and BULL	"ASTYANAX"	On 10th August.
LONDON, AMSTERDAM and ANTWERP	"OREBES"	On 14th August.
LIVERPOOL, DOREET	"TYDEUS"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 29th August.
MARSEILLES, HAVER and LIVERPOOL	"ALCINOUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP	"DIOMEI"	On 11th September.
GENOA, MARSEILLES and LIVERPOOL	"PELEU'S"	On 20th September.
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 25th September.
HAVER, ROTTERDAM and LIVERPOOL	"CYCLOPS"	On 30th September.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA,
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	On 1st September.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"NINGCHOW"	On 29th September.
For Freight, apply to—		

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KUKIANG"	On 8th August.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and YELBOURNE	"TAIYUAN"	On 11th August.
CEBU and ILOILO	"KAIFONG"	On 11th August.
TIENTSIN	"HUICHOW"	On 13th August.
SHANGHAI	"SHAOHSING"	On 13th August.

The attention of Passengers is directed to the superior accommodation offered by these
Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passages, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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Hongkong, 8th August, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	LEAVING	STEAMERS
TAMSUI via SWATOW AND AMOY	SUNDAY, 12th Aug.; at 10 A.M.	"JOSHIN MARU" II. OHTA
NPING via SWATOW AND AMOY	FRIDAY, 10th Aug.; at 10 A.M.	"AKASHI MARU" J. A. MERLIN
+ SHANGHAI via SWATOW, AMOY AND FOOCHEW	TUESDAY, 14th Aug.; at 10 A.M.	"SOSHU MARU" T. SURUGI
TAMSUI via SWATOW, AMOY AND FOOCHEW	WEDNESDAY, 8th Aug.; at 10 A.M.	"FRITHJOF"

* These Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Saloon Amidship. Unrivalled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passages, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 7th August, 1906.

T. ARIMA, Manager.

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CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 DAYS ACROSS THE PACIFIC is the "EMPEROR LINE," Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA to VANCOUVER,
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)
TOMS LEAVE HONGKONG ARRIVE VANCOUVER
"TARTAR" 4,425 Wednesdays, 8th Aug., 1st Sept.
"EMPEROR OF INDIA" 6,000 Wednesdays, 22nd Aug., 12th Sept.
"ATHENIAN" 3,882 Wednesdays, 5th Sept., 29th Sept.
"EMPEROR OF JAPAN" 6,000 Wednesdays, 18th Sept., 10th Oct.
"MONTEAGLE" 6,163 Wednesdays, 3rd Oct., 27th Oct.
"EMPEROR OF CHINA" 6,000 Wednesdays, 17th Oct., 7th Nov.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHARGE.

Hongkong to London, 1st Class.....via St. Lawrence £60; via New York £62.
Intermediate on Steamers.....£40, " " 42.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate"
Passenger only to Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Route Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

POB STEAMERS TO SAIL
SHANGHAI "CHOYSANG" ... Thursday, 9th Aug., 4 P.M.
MANILA "LOONGSANG" ... Friday, 10th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA "SUISANG" ... Tuesday, 14th Aug., 3 P.M.
* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtsze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18]
Hongkong, 8th August, 1906.

EAST ASIATIC CO., LTD.
COPENHAGEN.RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

SHANGHAI CHINGWANGTAO, "TRANQUEBAR" ... On or about 16th Aug.
TAKU and VLADIVOSTOK, "NICORAR" ... On or about 14th Sept.
SHANGHAI, YOKOHAMA, KOBE "SIAM" ... On or about 14th Oct.
TOKIO, YOKOHAMA and KOBE "KITA" ... On or about 15th Sept.
ODESSA... FOR COPENHAGEN AND BALTIK PORTS.

S.S. "KINA" ... on or about the 17th Aug. from Hongkong.
S.S. "SIBRIEN" ... on or about the 15th Aug. from Hongkong.
S.S. "TRANQUEBAR" ... on or about the 1st Oct. from Hongkong.

For Further Particulars, apply to MELCHERS & CO.,
AGENTS. [135]
Hongkong, 8th August, 1906.

IMPERIAL GERMAN MAIL
LINES.NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES
PRINZ REGENT LUFTPOLD WEDNESDAY 19th August
PRINZ EITEL FRIEDRICH WEDNESDAY 29th August
SACISSEN WEDNESDAY 19th September
PRINZ HEINRICH WEDNESDAY 26th September
GNEISENAU WEDNESDAY 10th October
PRINZ LUDWIG WEDNESDAY 24th October
PRINZESS ALICE WEDNESDAY 7th November
PREUSSER WEDNESDAY 21st November

ON WEDNESDAY, the 15th day of AUGUST, 1906, at NOON, the Steamship "PRINZ
REGENT LUFTPOLD" Captain II, Kirchner, with MAILED, PASSENGER,
SPECIALLY and CARGO, will leave this Port, as above, CALLING AT NAPLES and GENOA,
Shipping Orders will be granted till NOON, on MONDAY, the 13th Aug., Cargos, an
Order will be received on Board until 5 P.M. on TUESDAY, the 14th Aug., and Passages
will be received at the Agency's Office until NOON, on TUESDAY, the 14th Aug.
Contents of Packages are required. No Parcel Receipts will be issued for less than \$2.50,
and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and a Stewardess.
The Doctor can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:
TO NAPLES, GENOA and GIBRALTAR 1st Class 2nd Class 3rd Class
return 251 0 0 242 0 0 222 0 0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG 65 0 0 44 9 C 24 0 0
return 97 0 0 66 0 0 36 0 0

TO NEW YORK VIA SUEZ
VIA NAPLES, GENOA or GIBRALTAR 64 0 0 44 0 0 26 0 0
return 115 0 0 73 0 0 47 0 0
VIA BREMEN OR SOUTHAMPTON 68 0 0 46 0 0 27 0 0
return 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland THE SAME DATES TO BE APPLIED AS VIA NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's^s expense.

TOURS VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:
Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUSPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).
STEAMER SAILING DATES

WILLEHAD 4,763 tons TUESDAY, 1st Aug.
PRINZ WALDEMAR 3,227 tons TUESDAY, 18th Sep.
PRINZ SIGISMUND 3,302 tons TUESDAY, 16th Oct.

ON TUESDAY, the 21st AUGUST, at NOON, the Steamship "WILLEHAD,"
Captain Obermaier, with Mails, Passengers and Cargo, will leave this port as above,
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

